PROACHING THE NORMAL. Only the New Haven Entirond Still Choked
—Milk Trains Will Get In Today, and
Freights Have Begun to Move—The Gentic Thaw to Continue—Ment Gore Up.

The snow mountains yielded still further yesterday to the sun and to the shovels. About orty thousand cart londs of snow went over theistring pieces at the bulkheads on each river front. The rivers got many more thousands of loads, or their equivalent in snow water, through the sewers. Good citizens heeded THE Nun's injunction to clear the cutters, the Mayor reenforced it by a proclamation, and the Department of Public Works beloed things by clearing the culverts. The thaw, gentle as it was, beat the shovels for efficacy, though not exactly in discrimination. How much a judiclous use of salt had to do with the clearing ur it is not discreet to say. The down-town notion bonfires was caught up all over town where

shopkeepers wanted a wagon way cleared. MB. COLEMAN'S SALVATION ARMY. Commissioner Coleman of the Department of Street Cleaning, with one eye on a map of the city and the other on a thermometer, epitomized the situation without words yesterday afternoon. His map was streaked with blue pencil marks to show what streets his men had made passable. This did not mean that they were cleared, but simply that they were opened up. Excepting on Broadway, the necessary width for a single vehicle was the extent of the opening up. The snow carts were withdrawn from the lower part of the city when the business traffic began, and the department's laborers were set at work piling up the snew to be emoved at night. And for the first time since Sunday some little work was done by the ash carts in their legitimate sphere. The ash

marine lost two scows in the blizzard. The work of piling up and packing away the snow was vigorously prosecuted in Fifth and Sixth avenues and upper Broadway, as well as Fourteenth, Twenty-third, Thirty-fourth, and Forty-second streets. Down town, the streets leading to the ferries and Franklin, Worth, and Thomas streets, in the dry goods district, and Ferry street, in the Swamp, were opened up. Commissioner Coleman advertised for 1,000 carts in yesterday morning's papers. He has had only 600 at his command. The map will show this morning many miles of passable

STREES DAYS' MAIL AT ONCE. The big Post Office building yesterday began to hum and buzz again, and Mail street to glow with the red of the mail wagons. Tons of blockaded mail were continually arriving from all depots. The mails from Boston and the East arrived via Fall River boat, and those from New Haven and Bridgeport also came by water, Mails to the East were despatched by boat. The collections and deliveries by carriers were made nearly on schedulo time, making allowance for the condition of the streets in the FORTY TELEGRAPH POLES SAWN OFF ABOVE THE

PORTY TELEGRAPH FOLES SAWN OFF ABOVE THE DRIFTS.

Repairs of telegraph wires are being prosecuted with vigor, now that there are trains to transport the linemen. One mysterious feature of the trouble with the New England circuits was discovered near Williamsbridge, where forty poles had been sawed off just below the cross arms. What the purpose of this was is yet to be determined, but the thing was made easy of accomplishment by drifts twenty feet high that formed there.

There are places in the cuts between Mott Haven and Spuyten Duyvil where the wires were actually buried under the snow.

WHERE YOU CAN TELEGRAPH TO. WHERE YOU CAN TELEGRAPH TO.

Superintendent Somerville's reports yesterday contained these itoms:

The Jersey Central wires are open to Summerville and Flemington, the l'ennsylvanta Latirond wires from Jersey City to Ellabath, the West Shore wires to Albary. The Hudson River Ballroad wires are open to all way stations to Tivolt. Northern business goes to Albary, where all the wires going further are O. K. The Delawars, Lackawanna and Western wires are open to Rosewille, Orange, Montelair, Madison, and Morristown; the Erie wires from Jersey City to Nyack and way stations. Greenwood Lake, Middletown, Spring Vailov, Tuxedo Fark, and many other places are reached by way of Moffalo. The llarism Railroad wires are open to all the way stations as in as Chaliam. On the New Haven road nothing can be reach seed. One wire to Boxton via Albary is open. The Canades and Amboy Entiron of Harling is open. The Canades and Amboy Entiron of Harling is open. The Canades and Amboy Entiron of Harling is open. The Canades and Amboy Entiron of Harling is open. The Canades and Amboy Entiron of Harling is open. The Canades and Amboy Entiron of Harling wire is open to Seranton. Chicago is open and Philastelphia business is reayed through that office, until direct wires were opened in the evening. Pittabursh is O. K. and is taking all business for western and Southwestern points. Heymad Philastelphia is still out except as reached via Cincinnati. One cablo is open via Albany, North Sidecy, and Cape Bertou.

NEXT WEEK YOU CAN TELEPHONE. Superintendent Somerville's reports yester-ay contained these items:

NEXT WEEK YOU CAN TELEPHONE. The telephone wires are expected to be in pretty good shape for next week's business. Three hundred linemen are at work on their. More would be employed if they could be had. The trunk wires between central offices are the chief causes of the delay. They run in cables, and when they are broken or twisted it requires much time and trouble to mend or straighten them.

HORSE CAR TRAVEL RESUMED. Most of the principal horse car lines are in operation over all or a part of their routes. There was a keen, but good-natured, rivalry between the Fourth and Third avenue lines in opening the way to the Post Office. The Fourth avenue chovellers came up Centre street with a rush in the carly atternoon, while the Third avenue gang was working along lower Bowery and Park row. The Fourth avenue on, and the first car seen at the City Hall since Monday morning, barring the abandoned cars, arrived at 3:02 P. M. It was No. 159 of the Fourth avenue, line.

enue line.
"They beat me," admitted the superintendent of the Third avenue road, "but I gave them a bard rub for it, and I had the biggest job, too. They run only from Flity-ninth street, but my line is open and running clear to Harlem Bridge."
The Second avenue line was pushing its cars further and further south all day, and at evening were operating from Minety-sixth street to Houston. This is the state of allairs on other roads:

of the avenue, or east down Ninth avenue from the ce at Pifty-fourth street to Thirtieth atreet. It was righly declared last evening that two more would be over the same route before midnight "to keep the The Bett line had opened the way last night so as to fun continuously from Thirty-fourth street east through Fifty-minth to Thirtisth street west. The cross-lown ferry lines terminating at Twenty-third street and North liver are all clear. The managers aspect to run through Bleecker street by this morning. Cross-town cars are running regularly on Canal street and on the east end of Grand street. The Thirty-fourth street lines on both sides of the city are open.

are open.

Cross-town lines to Christopher street ferry from Union square and Tenth street were cleared last evening and will be in operation to-day.

The Forty-second Street and St. Nicholas Avenue cleared its main line from river to river.

The Boolevard like all the northern lines in the west side, is still under unbroken snow.

The same as true of the First avenue division of the Second Are like line.

Cars withpe run over part of the Avenue B and C lines to-day.

THERE WILL BE LOTS OF MILK TO-DAY.

The milk famine will end to-day. A few cans were stedded over from New Jersey yesterday, and the Harlem Balirond got some more. Manager John B. Dutcher sent up a special train, preceded by a snow plouch, especially for milk. It got only to White Plains. But a train of baggage cars was made up afterward at Croton Falls, and gathered up 600 cans on the way down. This made 24,000 quarts of milk a day. Sixty-six cans of this were bought up at 12% cents a quart by Milkman T. W. Decker, who supplies the brown-stone district above Filty-ninth street. He divided the supply up among his customers at eight cents a quart. The rest of the supply went in small lots to a legion of milkmen. Most of them sold at a loss to their regular customers. One man refused to take his own tickets and sold out at twenty and twenty-live cents a quart.

The first milk landed was from Orlando B. Potter's farm near Brewsters, hir. Potter's people carted 600 quarts fifteen miles to meet the train. It was whisked off in a private wago, on reaching the city. The day developed sick people and babies innumerable. The milk depots were besieged with petitioners all day. Some of them offered from \$1\$ to \$3 for a single quart of sweet milk. The Gedney House succeeded in getting twelve cans. The Fifth Avonue hotem bought two cans at \$6 a can, three times the usual price. De limonico at a great expense secured two cans at \$6 a can, three times the usual price. The Sinclar House was lucky. The milk man who got there Monday could ret no further, and abandoned his whole supply there. THERE WILL BE LOTS OF MILK TO-DAY.

The milkman who got there Monday could get no further, and abandoned his whole supply there.

I. H. Sandfor of the Milk Exchange says there will be lote of milk to-day, but that people must taste it before they buy. Some of it has been three days in the blixtard.

Meat to the householder was where it was on wednesday. But there was an advance in the wholessie market of from a half cent to three cents a pound. The public will feet this on Saturday when the butchers will begin to sell the meat purchased in Washington Market yesterday and to-day. The wholessiers say that meat will now fall. The public will get the benefit next week. Coal went down in the grocery shops and among the peddlera. The streets were clean enough to allow people to go from store to store, and competition lot dewn prices

nearly to the normal. A good deal of coal was delivered yesterday by the ton.

ONLY ONE BIG BAILROAD THE CHORED.

All the great railroads are doing finely, except the New Haven, which the bilizard served worst of all. Many points between Stamford and Hartford are as far from the knowledge of the executive officers as Spitzbergen or the moon. Superintendent Turner was snowed in at Mamaroneck, twenty-two miles from this city, whither he had gone on Monday to look aiter stollect trains. An appeal for help from him reached his office yesterday morning, and five encirches were sent out in response. Progress had been made, however, and during yesterday four trains from South Norwalk, Stamford, New Haven, and Bridgeport, that had been stalled in the snew since Monday came in. There are four other trains somewhere on the line. They are:

New Haven Local Express—Left New Haven at % A. ONLY ONE BIG BAILBOAD YET CHOKED,

New Haven Local Express—Left New Haven at 634 A. M. Monday: due here at 854 New Haven Local—Left at 654 A. M. Monday: due here New Haven Local-Left at 714 A. M. Monday: due Springfield Accommodation and Local Express—Left Springfield at 5% A. M. Monday; due at 10 20. Springfield Accommodation and Local Express—Lett Springfield atoly A. M. Monday: due at 1029.

At headquarters in this city it is thought that these trains are at Bridgeport. The road was opened yesterday as far as Stamford.

New York Central's experimental trains despatched to and from Albany Wednesday afternoon roached their destinations about four hours late, after zigzagrain along the tracks wherever there was a clear section. A "blizzard bulletin," noated yesterday, announced that through trains north and west would leave on schedule time, and so they did. It is hoped that the regular local schedule can be resumed to-day. Only the side tracks of the tunnel can be used as yet. As every hour passed a nearer and nearer approach to the schedule was made in the arrival and departure of local trains yesterday.

The Marlam took passaggers for White Plains.

terday.

The Harlem took passongers for White Plains, then for Pawling, and finally for Dover. Plains, with hopes of cetting to Millerton. Chatham may be reached this morning.

THE GREAT JERSET LINES CLEAR.

The New York division of the Pennsylvania Railroad was clear at 4 o'clock yesterday morning, and at 7 o'clock the first through mall trains that have arrived in the city from Pittsburgh and Chicago came in. Through trains and Philadelphia trains were sent out regularly thereafter. All of the early trains were stalled for three hours at Princeton Junction. At half past 5 a train on the Long Branch division was started. No end of snow-bound trains came in. Local freight trains will start this morning, but no through freight will go out before Monday.

Through trains were run on schedule time on

ing, but no through freight will go out before Monday.

Through trains were run on schedule time on the Eric, and Chief Clerk Walcott said that the road from end to end was clear. The Green-wood Lake branch was open to Orange. The New Jersey and New York road was open to Hillsdale, ten miles above Hackensack. The Piermont branch is blocked. An effort will be made to run local freight trains on the road and its branches to-day, but it is not likely through freight will arrive before Monday. The milk train is expected before daylight this morning.

morning.

The West Shore sent out two through trains, one for Albany and one for Buffalo. Four trains from Buffalo and the West arrived. The first freight train started last night. Trains will run on schedule time to-day.

The Central Railrond of New Jersey at 4 will run on schedule time to-day.

The Central Railroad of New Jersey at 4 o'clock yesterday afternoon announced that the main line was entirely clear, and at 4:40 o'clock a through train for Wilkesbarre was sent out. A few minutes later a train was started for Point Piessant, on the Long Branch division. The six cars composing it were filled with passengers who had been waiting since-Sunday to get home. President Maxwell says that to-day trains on the main line will run on schedule time. The Baltimore and Ohio 7 P. M. train will start as soon as the Philadelphia division is opened. Local freight trains on the Central road will be started this morning. The milk train, consisting of twenty cars loaded with milk, will get in this morning some time.

The New York. Suscuelanna and Western ran on schedule time to Paterson and way stations yesterday, and at 4 o'clock the first through train was sent out.

At noon yesterday the Delaware, Lackawanna and Western Railroad was cleared to the Delaware Water Gau. Superintendent Reasoner thought that through trains would be run on nearly schedule time to-day. Local reights will be run to-day. Local passenger trains wore running on schedule time yesterday.

Over on Long Island trains ran on schedule

terday.

Over on Long Island trains ran on schedule time on the north shore division. On the south side they ran as far as Patchogue. The Atlantic avenue division is clear. It is expected that everything will be clear to-day. QUOTATIONS BY TELEPHONE.

All the Exchanges except the Cotton Exchange were in full blast yesterday. The Commercial Exchange of Philadelphia asked the Produce Exchange to furnish it with grain and other quotations. They were sent by telephone. The Fifth avenue stages ran every day during the blizzard, including 2% trips on Monday. Adams Express is forwarding everything delivered at its office. Capit make collections yet, but is very busy with deliveries.

The Bluckthorn Club has decided not to walk on St. Patrick's Day.

THE MAYOR'S PROCLAMATION THE MAYOR'S PROCLAMATION.

To the Citizens of New York. New York, March 15, 1838.

In view of the thaw which has already commenced, it is proper that I should call your attention to the ordinance which requires every householder to open the guiters in front of his premises immediately after the conclusion of a smow atorm. Unless this dry is perfectly that the control of the control trucks and horses to assist the public and injurious to the public health.

At the same time I take occasion to invite currents who control trucks and horses to assist the public authorities by removing amow from the streets which they occupy either for residence or business. The Dock Denartment has given permission, during the present emergency, to all persons to dump loads of snow or ice into the rivers on either side of the city. It was estimated that about 30,000 trucks at one time during the last year were stored in the streets. They still exist somewhere in this city. If the owners will devote them for one day to the work of clearing the extrest, the boycott on busi-

Dakota Sends Flour and Sympathy. Mandan, Dak., March 15.-The Mandan

Roller Mill Company has shipped a car load of blizzard in the East. CANTON, Dak., March 15 .- A fund has been tarted here for the relief of the sufferers by the recent blizzard in New York and the New England States. Clothing and money will be taken. Dakota will respond nobly to the relief of the Eastern sufferers.

FARGO, Dak., March 15.—The Mayor of Farge has sent the following message to Mayor Hewitt of New York:

of New York:

Fargo, the centre of the greetest acricultural belt in
the world, is shocked at the storm and calamity visiting
the Atlantic sea coast, and through you tender aid in
money or provisions to the sufferers of your unfortunate
city, and safe refuge for the families of those frezen to
death. The cuitzens of the great wheat belt are ever
sympathetic to those less fortunate.

There Four Days, with No Satisfaction but

The first train Monday morning from Lakewood, the Ocean county, N. J., winter resort, had on board about eighty passengers, most of whom were New York men on their way to business. Among them were Isaac N. Beligman, James H. Ollphant, C. H. Kimball, D. A. Lindley, J. H. Woodin, George E. Allen, D. W. McWilliams, Steele Leopold, James T. Swift, P. E. Lockwood, and E. A. Dix. There were also five ladies aboard. Two engines took the train as far as Farmingdale, where the Jersey Southern and Pennsylvania roads cross.

There they stuck. At the same time a south-bound train was caught in a drift at Brown's cut, ten miles north, and an fengine sent after it was stuck in another drift 200 yards from the train; an east-bound Pennsylvania train was abandoned at Manasquan after the locomotive had jumped the track; a west-bound Pennsylvania train was fast in a drift and abandonod near Jamesburg. an east-bound train quickly joining it in the same drift, and a Jersey Southern train from Bayelde, north bound, gave it up when it got to Bowentown. So there were trains fast in all directions around the imprisoned New Yorkers. To add to their troubles, their own engines, poking around on side tracks for coal and water, first got stuck in a drift, and then one of them ran itself off the track and into seven feet of snow at the same time aquarely in front of the American Hotel at Farmingdale.

It was funny for a while, but when the New Yorkers found that they must stay all night in the cars and looking upon the small taven and half dozen houses that constitue the village of Farmingdale, realized that in them was their sole reliance for food, they became very weary indeed. Some of the men went to the hotel, but the ladies slept in the parior cars, and most of the rest of the passengers bunked on the train.

Mr. Lockwood started late in the afternoon to walk back to Lakewood, seven miles. He reached there in an exhausted condition at 10 octock the next morning, having stopped twice on the way for bries shelter and rest at two houses along the track.

It was worse than ever in the morning and growing no better very fast, but fifteen more passengers got to the hotel, and sent back broakfast to the cars. Atterward D. A. Lindley and Mr. Oliphant procured a sleigh and with eight other passengers dragged it through the drifts and brought off the ladies safely to the hotel.

During the day the passengers found that they could telegraph to Superintendent Clark same drift, and a Jersey Southern train from

the drifts and brought off the ladies safely to the hotel.

During the day the passengers found that they could telegraph to Superintendent Clark of the Jersey Southern, and they relieved themselves somewhat and warmed the wires a good deal by agking why he didn't come and dig them out. One message that Mr. Seligman and Mr. Kimball sont read:

"Forty passengers whose business interests

are imperilled by detention here, confidently rely upon being relieved by you to-day. They desire to know definitely, at once, what you have done, and what you are doing, to help them. Answer immediately."

Mr. Clark replied that he was getting to them as fast as he could, and cheered them up with the information that New York was as badly snow bound as they were themselves, and that there was no hurry about getting to business.

The Pennsylvania Hailroad got a working train from Trenton through Farmingdale Wednesday afternoon, but it ran off the track in a drift at Mannasquan and the situation was as had as ever until late resterday afternoon, when those of the passengers who had not gone back to Lakewood were rescued at last, having been four days snow bound. They got to New York last evening.

Samuel Randall, a farmer 80 years of age, living near Yaphank, L. L. went out to attend to his horses and cattle Monday night, and after doing the chores started to return, but lost his way, and fell exhausted in a snow drift. lost his way, and fell exhausted in a snow drift. Two aged women attending his sick wife becoming alarmed for Mr. Randall's safety, went out in search of him, and after half an hour found him nearly frozen to death. They endeavored to raise the old man, but became exhausted, and, to save their own lives, had to leave him and ge for other assistance. None could be got before morning, when he was found dead.

BROOKLYN ITSELF AGAIN. Most of the Care Running as Vount, and Ev

errhedy Happy. Brooklyn set itself resolutely to work yesterday to wipe out the effects of the blizzard and the combined efforts of shovels and the sun had revolutioned things before nightfall. The mountains of beautiful snow rapidly disappeared from the main thoroughfares. City Works Commissioner Adams notified the various railroad companies that they would each have to pay their quots of expense in the work of removing the snow, in which over 400 carts and 800 men are engaged Yesterday morning all the eighty miles of the City Railway Company's lines were open, and President Lewis on reach ing the office of the company was so delighted over the situation that he sat down and issued circular which was posted up in all the stables

of the company. It said:

promptly acknowledging with sincere appreciation the valuable services rendered by you all at a time when the whole people of this great city have been entirely interrupted in travelling facilities, and all business paralyzed by facilities, and all business paralyzed by a snow storm greater in severity than any ever known during its history.

"I am proud of the spirit and energy manifested during the whole work of opening the ways of travel, for which you are entitled to the greatest credit and praise, especially so as the company's system of tracks is the largest in either Brooklyn or New York, being about eighty miles in length, and you were the first of all to have cars in operation; the whole work having been accomplished in forty-eight hours.

"This company takes great pleasure in

work having been accompany
hours.

"You have performed a duty to the company
and public that no words can express."

The Atlantic Avenue Hailroad Company also
had all its lines in operation yesterday afternoon, but President William Richardson was
several hoursibehind Mr. Lewis, and he did not
issue any congratulatory circular. The De issue any congratulatory circular. The De Kalb Avenue Railroad Company and the Smith and Jay Streets Company did not succeed in raising the blockade on their tracks, and the cars on these lines will not probably be in full operation before to-morrow.

The Brooklyn Elevated Railroad continued to be a impressed treffic and work was reoperation before to-morrow.

The Brooklyn Elevated Railroad continued
to do an immense traffic and work was re-sumed on the Kings County and Union elevated roads.

The blockade on the Prospect Park and Coney Island Railroad was raised yesterday morning, and trains were run each hour from the Ninth avenue and Twentieth street desot. The Brighton Beach road will run on schedule time to-day.

John Y. McKane, the boss of Coney Island, reached Brooklyn yesterday and teld all about the dreadful time down at the beach. He gives The Sun man credit for being the first who made the perilous trip to the island during the storm.

who made the perious trip to the island during the storm.

With the exception of milk, there is no lack of provisions of all kinds in Brooklyn, and coal is selling at the usual price.

The snow is melting rapidly from the slopes of Greenwood Cemetery. Of the twenty-one hodies that were taken through the gates yesterday eighteen were interred. The graves intended for the remaining three could not be reached, and the bodies were placed in the receiving vault. The hearse drivers said that they found their greatest difficulties in getting to the ferries in New York. The route through Brooklyn is tolerably well cleared. There were over 100 men at work in the cemetery yesterday. More will be employed to-day, and by to-morrow Greenwood will have returned to its normal condition.

ARCTIC DEATH ON STATEN ISLAND. One Survivor of a Party of Three who were Lost in the Mendows.

No one will retain a more vivid impression of the severity of Monday's storm than James Marshall, a youth of 17, who lives at Old Place Mill, near Erastina, Staten Island. He spent s and a day on the bleak meadows i that vicinity without food, and with no shelter save that afforded by a haystack. He had two companions, Alexander Bennett, a man of middie age, and Charles Lee, aged 18, but they were frozen to death on Monday night. Marshall will lose both hands and both feet.

All three men were employed in the Singer sewing machine factory at Elizabethport, just across Staten Island Sound. Bennett was the chief electrician, and Lee, who is his brothern-law, was an assistant under him. Marshall was a machinist.

They started out before dawn Monday morn ing, intending to reach Elizabethport in a row-boat, their usual conveyance. The storm was at its height, and, bewildered by it and the darkness. Bennett strayed from the other members of the party and fell into one of the many quagmires that dot the meadow. Wet to the kin and half frozen, he was rescued by his companions, and the journey was continued.

quagmires that dot the meadow. Wet to the skin and half frozen, he was rescued by his companions, and the journey was continued. The party embarked in the little boat and arrived at Elizabethport at about 8 o'clock, all, and especially Bennett, suffering greatly from the cold. At the factory it was found that not enough hands to run the shops were on hand, and Bennett and his companions dried their clothes, warmed themselves, and at 1% in the aiternoon set out to return.

The wind was blowing furiously from the northwest, and the shore on either side the Sound was hidden by the snow that filled the sir. The boat was blown far out of its course, and after being two hours adrift came ashere on Jacob Hattield's meadows, a mile below Old Piace Mill. Bennett and Lee were unable to move. Marshaid described a haystack 200 yards away. Seizing the boy Lee he carried him bodily through drifts of snew that sometimes orgulied him to the waist, and sheltered him in the straw. He was unable to lift Bennett but succeeded in dragging him to the stack. Covering both his companions with straw, he divested himself of his boots and ran around the stack to quicken the circulation of his blood. In half an hour his companions ceased to reply when he addressed them, and both must have been all of Monday night. Of Thesday and of Thesday night he remembers nothing. When found on Wednesday morning he was leaning against the stack in a semi-unconscious state.

John Arnold, who keeps the boat house at Livingstone street. Elizabethport, had with a sled set out to scour the mean of their fate. A party of twenty-eight was organized, and with a sled set out to scour the mean of their fate. A party of twenty-eight was organized, and with a sled set out to scour the mean of their fate. A party of twenty-eight was organized, and with a sled set out to scour the mean of their fate. A party of the mean of the party to ask if any trace had been discovered. Marshail, leaning half dead against the hay stack, heard his iriend's voice, and recomized it.

once.
Dr. L. D. Coonley, who is attending Marshall, says he will be taken to the infirmary to-day, where his hands and feet will be amputated.
Lee's parents live in New Haven.
Geroner Bourne beld an inquest yesterday morning and gave a certificate of death from exposure.

M. Fitzgerald a milk man living on the Cleve. morning and gave a certificate of death from exposure.

M. Fitzgerald, a milkman living on the Clove road, West New Brighton. Staten Island, left his home on Monday morning on his route and has not been heard from since.

Communication between Tottenville, Staten Island, and the east shore, which had been suspended since Sunday was again restered yesterday. The first train on the Amboy division made its trip from Tottenville to Stapleton yesterday afternoon. The passan-

ger cars were crowded with starving opster-men and farmers, who, with big empty baskets, were on their way to Washington Market to get provisions for their families.

JERSEY CITY THAWED OUT.

All but two of the street car lines in Jersey City started yesterday, all the people who have been compelled to stop at the hotels awaiting the resumption of railroad traffic left the city. as did those who have made the waiting rooms of the railroad depots living apartments, a road to Hoboken was opened. Bayonne was heard from, and from the rocky shore of Guttenburg there was a measage. The members of the

Legislature who were stalled at Taylor's Hotel left the city at 9 o'clock in the morning, and they were followed by the many thearrical companies that had been waiting in the city. On Bergen avenue a hearse bearing the remains of the late Martin King, a well-known resident of Jersey City, and followed by thirty carriages, met with a drift at Bolton street fully twelve feet high. To climb over it was impos sible, and it was the only street by which the new Catholic cemetery, where the body was to

new Catholic cemetery, where the body was to be interred, could be reached. Undertaker Boylan was prepared for the emergency. He took two bob sleds from under the blanket on the seat of the hearse, and the coffin was taken out and tied on the selds. A dozen of the occupants of the carriages then took hold of the two ropes, while two more walked by each slide of the coffin, and the body was pulled to the cemetery without accident.

Early resterday morning Charles Probort, a baker, reported that his son had started to deliver bread on his route Monday morning and had not been seen since. His horse and wagon were found in the road.

The public schools in Hoboken opened yesterday, and work was resumed in the Central stock yards.

NEWARK IS ALL RIGHT, But There Have Been Cortainly Three and

Probably More Lives Lost, Apprehension of a flood is all that now disturbs the tranquillity of the people of Newark. All of the horse cars are running quite regu larly. Many of the narrower streets are still blockaded by snow banks, and there is little chance of getting them open until the snow melts. The best estimates fix the depth of the snow in Essex county at twenty inches, and the snow gauges of the weather observers give the same figure. It is not the heaviest snowfall recorded in the books of the weather observers, for they show a fall of twenty-four inches in 1845, and of twenty-one inches in 1856, but

that of Monday. A boy walked around in the snow drifts under the ivy-clad walls of Grace Church yesterday morning and kicked out of the snow the bodies of 230 sparrows, making over 450 that have been found in this spot. There are, however, many sparrows, and the sparrow crop,

neither of these storms were as disastrous as

ever, many sparrows, and the sparrow crop, though greatly diminished, will still exceed the demand.

Of the numerous deaths reported as resulting from the storm, these have been verified in and near Neward:

John Roe, aged 60 years, found in a drift near the numping station of the great meadow sewer on Monday. He was an eccentric trapper and fisherman and went out after muckrats.

James Murphy, who escaped from the City Hospital in his night shirt on Monday night.

John Boyer, the boy who perished in the snow at Brookdale on Monday night while going to the store for his mother.

Xavier Zwinge, the Orange milkman whose death in his wagon was told in such painful detail, was just as well as ever yesterday and served all of his customers. The other reports of death on the mountains back of Orange lack verification.

or death on the investment of the verification.

John Duffy, an irvington milkman, and Dr. Benjamin Franklin of Newurk are reported missing. Nelson Chitterling of Glenridge is also said to be missing, and Henry Forrester of Orange Valley is given up for dead because he started to walk to this city in search of work on Monday morning.

JERSEY TOWNS COMING INTO SIGHT. First News from the Central Part of the State and the Shere.

New Brunswick, March 15 .- A man hamed Henriman left Milltown, four miles from this city, Monday, to walk to Baritan. He has not been heard of since, and is believed to be dead Yesterday neighbors reached his house, and his wife was ound dead in bed, while his children were nearly starved, and were unable to tell the cause of their mother's death.

A milkman named Thoms of Plainfield, N. J., started on his route Monday and has not since been heard from, though it is known that he abandoned his team and started back. A cook on a schooner at Boynton Beach on the Raritan River was frozen to death on Tues-

Bun Bank March 15 - Ment is not to be had to-day at all. Several bodies await burial here, funerals having been postponed indefinitely. A steamship is reported ashore at Eiberon and a ship at Deal Boach. A township election was held here Tuesday. The votes wore very few. Some of the out-of-town polling places, it is renerted, were not opened, the election of-ficers being unable to report for duty. Defeated candidates talk of the election not being a legal one, from the fact that most of the polling places were not opened until 8 or 9 o'clock, when they should have been concold at 7, and that some were not opened at all.

KETFORT. March 15.—The atorm blew over fifty boats ashore. Most of them were badly damaged and some were broken to places.

A Legislature Arrives, and 1,300 Snew-

bound Passengers Leave. TRENTON, March 15 .- There has been no ession of the Legislature this week. The lawmakers could not get into town until to-day. A quorum is here now and a meeting is talked of for to-morrow.

The first train from New York since Sunday arrived at 3 this afternoon, making the trio from Jersey City in six hours. Business is again under way. The 1.200 snow bound passengers from all parts of the country who have been cared for here, were released to-day.

An Editor Saved by a Bog. W. R. Burling, the editor of the Sea Side Times, at Southampton. L. I., had a narrow escape from being frozen to death Wednesday While attempting to make his way home he was imbedded up to his chin in a snow drift, and stayed there for nearly an hour, until his lusty screams for help attracted the attention of a near-by farmer, who, with the assistance of his large dog, pulled him out of the drift, and cared for him until he was sufficiently revived to resume his journey homeward.

Damages to Buildings on Long Island. Portions of Rosebrook's Hotel, Garry Elderd's fishing station, and numerous other buildings, and the new building for the electrie light company at Bockaway Beach, were blown dewn Monday night. A large three-story frame building, known as Brady's factory, at Breslau, was also razed to the ground by the wind.

An Italian laborer, employed by Vernam & Co. at Arvinne By-the-Sea, is missing, and is supposed to have been frozen to death in a snow drift.

Snow Drift Literature. These are some of the signs stuck in the snow drifts:

"This bank don't bust." 'Come, gentle spring."

"Come, gentle spring."

"Keep off the grass."

"Let her go. Giovanni: Gallagher's dead."

He lan't, though; he's only got a better job than anow shovelling.!

"Take a sample."

"Mount Bilzzard."

"Closed for repairs to the weather; will reopen in the sweet by and by."

"Wanted—the wretch who wrote Beautiful Snow." Snow."

"Coal 1 cent per pound. A chromo given with every five pounds."

A Warren street merchant stuck a big board in a drift before his door, on which was scrawled:

AS THE PROPRIETOR WISHES TO ENGAGE IN OTHER RUSINESS, HE WILL SELL THIS BNOW AT A SACRIFICE.

Somebody, who seemed to suspect the veracity of Mr. George, labelled the drift in front of the Siaudard office on Ann street:

HENRY GEORGE LIES HERE, Tacked to a rickety chair on a snow pile at Forty-second street and beventh averue was the placard:

MAYOR HEWIT'S GRAND STAND.

A Broadway snow heap bore the pathetic

WASHINGTON IS ISOLATED. THE STORY OF THE STORM THAT CUT OFF ALL COMMUNICATION.

The City in Darkse's-No Matie or Tele-A Coffin Taken to the Cemetery on Two graph Communication-The Resumption of Travel on All Roads-Effect of the Orent Storm in the Country.

WASHINGTON, March 15 .- The storm that visited Washington on Sunday was one of the most remarkable known for years. In fact, the capital seemed to have been the centre of a miniature eyclone that brought with it a blinding succession of rain, snow, wind, and cold. In the early hours of the day the gutters ran high, and in many low places the sewers were blocked, thus flooding the streets. The beavy rain continued until about 5 P. M., when the rain turned to blinding snow, which stuck to everything it touched. As the night fell the heavily laden telegraph wires began to come down, and in many places the streets were blockaded so that street cars had to turn around and make partial trips. The police wires were out of order, and to add to the discomforts of the night the electric lights began to fall. By midnight the city was almost in darkness, save for a few feeble gas jets that had flickered through the storm. At the signal office it was learned that the storm was the result of the splitting of a storm trough that on Saturday extended south from Michigan. On Saturday night it divided, forming two storm centres, one at Lake Erie and one in Georgie

result of the splitting of a storm trough that on Saturday night it divided, forming two storm centres, one at Lake Erie and one in Georgia. The southern centre then began to elimb up the coast, striking Washington on Sunday morning. The centre itself did not reach here until about 3 P. M., when the rain changed to snow. This took until nearly midnight to pass. The total rainfall amounted to about 1% inches. The wind reached a velocity of 26 miles an hour at midnight, but subsided to agout 20 miles on Monday morning. Off Cape Honry the wind was blowing 55 miles on Sunday. The railroads leading into Washington ware blockaded by snow, failen trees, and telegranh poles and wires. At the Western Union office it was learned that in its effects upon the wiros the storm was one of the worst ever known here. Washington was almost completely isolated. Hardly a wire north, south, east, or west was working until yesterday.

The weather to day is mild and spring-like, and the effects of the storm are rapidly disappairing. Good progress is being Cade in repairing, Good forcyress is being Cade in repairing, Good forcyress is being Cade in repairing to conforce the last lew days, however, has taught the District authorities a valuable lesson, and it is proposed to put all the fire alarm wires under ground. Mail communication between Washington and Philadelphia to-day. Telegraphic sortice with the South and West has been restored, and all business is being their work, with a proposed to put all the fire alarm wires under ground. Mail communication between Washington and Philadelphia to-day. Telegraphic sortice with the South and West has been restored, and all business is being handled with despatch. No mails from New York have arrived as yet, but mails from the South and West has been restored, and all business is being handled with despatch. No mails from New York have arrived with the South and West are surveyed to the first part of the first proposed to open and this acquerity of the proposed to open and the first proposed

since Sunday. March 15.—A freight train while passing over a heavy grade on the Reading road during the storm was wrecked by the breaking of an axie. Thirty cars were thrown over a hundred foot embankment. The damage is \$20,000.

RAISING THE BLOCKADE

ALBANY, March 15 .- The only train arriving here from New York since midnight last night, up to this hour (11% A. M.) was the newspaper train, due here at 84 A. M. This train was 52 minutes late. The Boston and Albany Railroad, the worst blocked of all the roads running into Albany, is expected to be partially cleared this afternoon. A train left Pittsfield. Mass., this morning for Albany; and another was ready to start out. On the Hudson River read the newspaper train from New York came in 52 minutes late. Going south from here a train of seventeen cars left at 10% A. M., composed of an American express, mail, and passenger coaches. The Central road from Albany and Hudson road things are being put in shape.

that Small Margin.

The Buffalo is perfectly clear. On the Delaware and Hudson road things are being put in shane, and nearly all trains are running on time. The condition of the streets in Absany is improved. Here is a great deal bigger than his condition of the streets in Absany is improved. Here is a great deal bigger than his condition of the streets in Absany is improved. Here is a great deal bigger than his condition of the streets in Absany is improved. Here is a great deal bigger than his condition of the streets in Absany is improved. Here is a great deal bigger than his condition of the streets in Absany is more than the street is a great deal bigger than his condition of the street is a great deal bigger than his committee that is a great deal bigger than his committee that is a great deal bigger than his committee that is a great deal bigger than his committee that is a great deal bigger than his committee that is a great deal bigger than his committee that is a great deal bigger than his committee that his a great deal bigger than his committee that his a property is a great deal bigger than his committee that his a great deal bigger than his committee that his a great deal bigger than his committee that his a property is a property of the great and the deal of the same of the great and the same of the great and the door and and stop within his and the property is a great deal bigger than his committee that his and the property is an analysis of the great and the same of the great and the form and the property is an arrived to his road. The property is an arrived to his road of the property is an arrived to his prop

Gravity road from Honesdale to Carbondale is still blocked.

Binghamton, March 15.—The Lackawanna Road moved its trains from the Pocono Mountain this morning, and the first train from New York since Sunday arrived here this afternoon. The Erie has also opened its line. Both roads sent out trains for New York this movning.

BUFFALO, March 15.—The first train to arrive from New York city since Monday came in at noon to-day 2½ hours late on its running time. The Eastern mall, which should have been received here Therday, will reach here to-night. The first mall left here this morning for New York. The Erie expects trains in to-day, and is sending out trains for New York, hoping to get them through all right. The Lackawanna announces that the road is again open for through travel to New York. Philadelphia, and all points east.

PITTIPITELD, Mass., March 15.—The full force of the storm seemed to centre here, and this town was completely snowed under. North street, the principal street in town, was filled with drifts twenty feet deep. On Surbank sirvet the snow was up to the second story of the houses. The storm exceeded in severity

the great storm of 1886, which was recorded as the worst in the history of this country. Rail-post travel on the Boston and Albany and Housatonic Railroads was entirely suspended. The Fire Department was snowed in, and teams stood in engine houses, hitched to long lines of hose, ready to drag them over the snow in case of fire. Many families here are out of ceal, and considerable suffering is reported. Coal is delivered in basekers and carried on the shoulders of strong men, who plunge through the drifts, staggering under their loads.

GOOD NEWS FROM BOSTON.

The Snow Disappears and the First Malle

Boston, via London, March 15 .- The snow entirely disappeared from the principal business streets to-day. A few inches of slush remain in the suburbs. Local traffic is going on the same as before the storm. The railroads are in full operation everywhere east of the Con-

necticut River.

The first mails from New York arrived this norning. The mail matter for New York and the South which had accumulated in the Post Office was sent via the Sound to-day. The Western mails have gone by way of the Boston and Albany road.

The long-distance telephone wires were in peration direct to New York a part of the day. One wire worked intermittently to Albany. No signs of the storm remain here, but there are three feet of snow in Worcester, only forty miles away. A train went west as far as Bridgeport to-night and expects to get through to New York to-morrow.

Eleven hundred telegrams have arrived by messenger from New York Royal C. Taft has been nominated for Gov-

ernor of Rhode Island by the Republican Convention at Providence. Samuel Cross was nominated for Secretary of State. There is a strong prohibitory plank in the platform.

Boston, March 15.—The news about the storm through the New England States shows that many towns have been completely isolated. The Boston Post Office here has been tremendously congested with mall which it has been impossible to send out. Telegraph communication is being restored only gradually. Drifte on the Albany road have been found from 300 to 1,000 feet long and from six to eight feet deep. Eight trains are blockaded at New London.

from 300 to 1,000 feet long and from six to eight feet deep. Eight trains are blockaded at New London.

Little has been heard from north of Concord. N. H. The western division of the Boston and Maine Railroad has been opened up. Trains near Brattleboro and at other places in Vermont have been stalled. The snow fall there was so heavy that banks were formed level with the house roofs.

Here is the city the streets have been che'red with anow, and horse cars have been abandoned on many lines.

At Cape Cod the schooner Lulu, Capt. McDonald, was caught in the gale, and the crew had to leave in a small boat. They got to shore safely. The vessel struck on the reefs and went down. The Amanda C. Parker, Capt. Lee, of Perth Amboy, bound for Marblehead with cost, was blown ashore.

The schooner John E. Sanford was broken up at Plum Island, near Newburyport.

Passengers in a stalled train of five cars near North Gratton on Monday were prisoners until Tuesday. All they had to ent was a box of oranges found in the express car. Just before their rescue a can of coffee and some sandwiches were brought on a sleigh.

An engineer on the Fitchburg road was killed at Ashburnham by a collision of snow ploughs. A track walker was killed by a plough at Hoosac tunnel on Monday. A man near Adams wandered from the highway and froze to death.

Exercises at Williams College, Williamstown, have been suspended, and the students have had to subsist largely on canned goods.

THE DISASTERS OFF LEWES, DEL.

Twenty-six Versels Wholly or Partly Wrecked and a Bosen Lives Lost, PHILADELPHIA, March 15 .- During the gale at Delaware Breakwater a two-masted schooner came up with all hands on the mainmast, When she had almost reached the pier the wind increased and started the mainmast from its braces. Soon the mast fell, and the men, with two exceptions, lashed themselves to the foremast. Two of the men, unable to extricate themselves in time from the wreckage, were themselves in time from the wreckage, were washed overboard and drowned. Others were rescued from their perilous position by the life saving crew. Of those in the rigging, one was frozen to death and four were so seriously frost bitten that they had to be taken to the hospital. An unknown tugboat, with a barge in tow. sank, with all hands, off the Hen and Chickens bhoais. The tug Thomas Crawford crushed into the pier and carried away her hawsers and decks. She foundered soon afterward, and her engineer and fireman lost their lives. Capt. Kine and the balance of the crew climbed on the piling and were rescued. The pilot boats Turiey and Tunnell were forced on the beach, the men on the former being compelled to take to the rigging to prevent being carried away. The total loss to shipping is estimated at botween \$400,000 and \$500,000. Only two bodies have so far been recovered. The harbor is choked with lloating fragments of wreckage, and the waves are running high.

Lewes, Del., March 15.—The result of the storm at the Delaware Breakwater is summed up as follows: More than a dozon lives have been lost. Twenty-six vessels are either totally or partially wrecked. Two Philadelphia tugs are given up as having foundered. A

tally or partially wrecked. Two Philadelphia tugs are given up as having foundered. A British bark was blown out to sea, and has not been heard from in four days."

WILMINGTON, Del., March 15.—A Cambridge, Md., letter, dated the 13th, reports that the Lavinia North capsized off Hill Point. Capt. James North. Sr., and James Thomas, the only two persons on board, were drowned. Several vessels are ashore in Crannerick's Bay.

The Julia Cook of Cambridge is reported to have been lost with all on board.

A report reached Cambridge the day previous that the General Logan had been wrecked at Castle Haven, and that Capt. C. It. Eaton and the crow of six men were drowned. A party that started out to search for the wreck returned, the snow drifts and fallen trees having made the roads impassable.

FOUR GUESTS GOT THERE.

A Man With One Bed'Plunges Heavily on that Small Margin.

There is a man living in the Astor House whose heart is a great deal bigger than his room. The latter is on the third floor of the

topped trunks, and I'll conjure up a bed somehow."

Again the porter smiled, and said that the
last available pillow and bisaket had been
given to an unfortunate woman, who was then
enoying them in the bathroom.

New," said the big man." I'll tell you how to
fix this. It is now 10% octock. We will draw
iots, and those winning will have first sleep.
They can go to bed, and sleep until 4 o'clock,
when the others will bounce them and turn in."

This idea was adopted. The owner of the
room was one of the unfortunates. He had to
be at his office at 8 o'clock. When he was seen
yesterday morning he was wan and jaded.

am giving out no more invitations," he
said sadiy.

MORE PILOT BOATS COME IN FIVE STILL TO BE REARD FROM BE.

SIDES THE LUCKLESS STARBUCK. Little Hope that Her Five Men are Sale-

How the Japanese Struck Her-Expert-ences of the Sattermen is the Hurricane. The pilot bont W. H. Starbuck, No. 6, is about given up for lost, with the five men abourd of her. The stories told by Pilots Osear Stauffreiden and Fred Ryerson of their escape from the Starbuck when she was hit by the steamship Japanese were eagerly listened to by their comrades assembled in John W. Avery's office, 309 Water street, yesterday.

We reefed her down on Bunday," said Stauffreiden, "with the wind northeast ten miles north of Barnegat. The wind backed to northwest at 4 P. M., with snow, and blew the foresail off her. We bent fore and main trysails and hove her to, on the port tack, heading northeast by north. We made a drag and used oll bags, but the sea was furious and the wind terrific. It blow 100 miles an hour on Monday. Monday night I was asleep on the locker in the cabin, when the shock of the collision woke me up. I jumped on deck and was thrown to leeward by a lurch just as the steamer rolled down toward me. I grabbed her rigging, get abourd, and went straight for the bridge to get the Captain to stop and save the boys on our boat. As I was going up to the bridge I heard Jake Heath shout: 'For God's sake don't leave us.' Then I heard a crash as the steamer's quarter rolled down on our book. After that

us.' Then I heard a crash as the steamer's quarter rolled down on our boat. After that we could not see or hoar anything but the fearful gale.

"The Captain of the steamer and she was not under control. He admitted that he saw our masthead light twenty minutes before the collision, and said he thought he could get a Now York pilot aboard at any time and in any weather. They had made Fire island Light before the gale began, and had drifted southeast nearly 100 miles when they hit us. The reason we could not see her lights was because of the heavy varor reaching from the water half way up our musets."

Pilot James Dovere, part owner of the Starbuck, took the thin Rhine to sea yesterday. He returned in the tug Charles allen to the city. He has some hope that his boat has weathered the gale. If the steamer did not crush her below the plank shear he boligues that, being an ew vessel, she has romained affont. "I would give every dollar I possess," said he, "to see poor Jake Heath here now." The men left on the Starbuck were Pilot Heath, Boatkeeper Joe Douglass, and Samuel Key. Samuel Larsen, and Angust Stroch of the crew.

No. 13, the new boat Caldwell H. Colt, came into Fier 26. East River, resterday afternoon. Beyond the carrying away of her main boom a feot outside the traveller band, the handsome schooner did not look as if she had just done schooner did not look as if she had just done schooner did not look as if she had just done should have the yales began at N. N. E. backing soon to N. W. They were driven eighty miles to the southeast, while hove to on the port tack under a storm main trysail. They saw the pilot boat Enchantress at 2 o'clock on Sunday morning twenty-five miles E. N. E. of Barnegat, and the Chentotte Welch. No. 5, hove to on the port tack on Tuesday mering.

Pilot Edward Nichols of the David Caril, No. 4, reports that during the gale at midnight on Monday Swert Petersen was washed overboard and drowned. Michols came in on the steamship Lydian Monarch. He thinks the Caril is safe, although her

and drowned. Monarch. He thinks the Caril is safe, although her yawis and port bulwarks are stove.

Although the crew of the Centennial, No. 7, abandoned her on Tuesday, it was not forgood. Pliots Goadley, Lennon, Hopkins, and Cooper, with an extra crew, went down on a tug to the Horseshoe yesterday and brought her upto the City. The crew of the Cooper sailed their bon up from the Hook to Bechtel's pier, Staten Island, during the afternoon. Solid lee extended three feet from her sides, bow, and sternand from her dock to the level of her rail.

This leaves the J. G. Bennett, No. 6, of the New Jersey boats to be heard from. The Harrison was puiled off Bay Ridge, shore on Wednesday and now lies at Staten Island. The Exra Nye is a total wreek on the Bay Ridge rocks, the W. W. Story lies broadside on Sandy Hock west beach, near the New York boats E. Blunt and E. F. Williams. The T. S. Negus and David Garl have been spoken since the storm, and the E. E. Barrett, sailed up to the city yesterday. The New York boats yet to be heard from are the W. H. Starbuck, No. 6, the Enghantress, No. 18, the Caprice, No. 15, the A. M. Lawrence, No. 4, and the Phantom, No. 11. The America has been spoken off Fire Island and the Washington off Montank. The Hope, Mary A. Williams. and Cooper are at Staten Island; the Lillic Pet, Jesse Carll, and Funnie havo gone to sea since, Wednesday, and the Charles H. Marshail is on station on the Bar. She was blown 100 miles off shore in the gale. The Edmund Driggs; No. 7, that was driven aslore at Bav Ridge, was towed to Market street pier yesterday. Pilots Robert Vinser and James Neeley, Boatkoepor E. T. Butler, Capt. W. Qualey, and her crew of three men lived on board the steamer Bay Ridge, at the Sea Beach dock, for two days. The told Tits UN reporter yesterday, that they, in company with the Harrison and Nye, were forty miles off shore when the southeast gale began. They saw the Nye go ashore on the rocks at the Brigner of Marshail her shains. She will be taken on the screw dock to-day.

The

are sandy floor pilots have started a sub-scription purse for Mrs. Stuart, who sheltered and fed half a hundred men in her little house on Sandy Hook. The owners of the pilot boats Blunt. Williams. and Story hope to get them off the beach and repair damages, which will not amount, it is said, to more than \$3,000 cach. A Long Look Ahead.

A broker who was ploughing his way alternately through mounds of snow and rivers of slush in Park row, yesterday afternoon, ran against Manager Cunningham of Hotel Brighton. "Ha!" said the broker. "book mo for my usual rooms at Coney Island for four works next summer," he said. Cunningham threw up both hands. "Jerusalem" he cried; "the hotel may be out to sea in a day or two, although she is all right up to date."

continued running during the blizzard without interruption was the Hebeken elevated road extending from the Hoboken. Ferry to the top of the hill back of Hoboken. It is a cable road and its structure has no cross ties to hold the

One Railroad that Kept Going.

The only railroad near New York that

Lester Wallack Will Have a Benefit, Lester Wallack, the veteran actor and manager, is to have a benefit from his professional brethren and sisters. "Hamlet" will be played, with such artists as Booth, Jefferson, Barrett Goodwin, Crane, Modieska and Mrs Bowers cast in the principal parts. The date is not yet settled. It will probably be in May. A. M. Palmer and Augustin Daly are in charge A. M. Palmer and Augustin Daly are in charge of the event. To Mr. Daly has been left the casting of the play. He will probably make Mr. Booth Hamlet. Mr. Barrett two Ghost. Mr. Jefferson First Grave Dieger. Modieska Opheka, and Mrs. Bowers the Queen.

Overtures looking to a similar benefit were made to Mr. Wallack more than a year ago. At that time he was not averse to accepting a dinter at Delmonico's as a testimonial, but positively declined a benefit, as he was not in need of money. When the subject was broached again. a few weeks since. Mr. Wallack was induced to consent. It is said that Mr. Wallack is in actual need of money at the present time.

TO THE EDITOR OF THE SUN-Sir: Referpress the matter before our Law Committee.

of that avenue and of streets adjacent thereto praying that the name might be changed as above mentioned. I have seen letters addressed to persons on Greenwich street which should have been directed to residents of Greenwich avenue. Hence the reason why the property owners on Greenwich avenue saked for a change of name. They claim also that few persons know where Greenwich avenue, a timated. I do not this the idea of giving up the good old name of Greenwich, but I introduced the resolution by request upon the basis of the constitutional right of citizens to "petition the Government for a defree of givinens to "petition the Government for a defree of givinens to "petition the Government for a defree of greenwich upon the basis of the constitutional right of citizens to "petition the Government for a defree of greenwish upon the basis of the charging the name of the avenue, but the opposition to effecting inc name "greenwish" is so great (not to speak of the expense of resumbering Seventh avenue that I shall shaudon the idea of destrepting the last vistage of Greenwich village. Tours respectfully.

ALYRED E. Constitute

To THE EDITOR OF THE SUN-Sir: The lie publican papera without exception, urgently desire the renomination of Cleveland. The Republican leaders are unanimously in favor of it. In it became he has a pointed to offices of profit and trust such Republicans as your Postmaster, Mr. Pearson; Edward O. Graves. Chief your Fostmater, Mr. Francon; Edward G. Graves there of Bureau of Engraving and Printing in this city (who has a thousand appointments in his bureau) William list stated to the Examiner Civil Bervice Commission: Ramuel R. Millar. Consul at Leppeic (who voted for Blains, and managed the Blains paper at Davesport, lows, during the campaignn); Mr. Blaick, Consul-General at Sada-Festh. 40. ° Or is it because they thus Cleveland will, if southnated, he easily beaten? I see the maxim, "Pas cot doors ab hoste," apply ? Wastington. March 15.